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FIG. 1

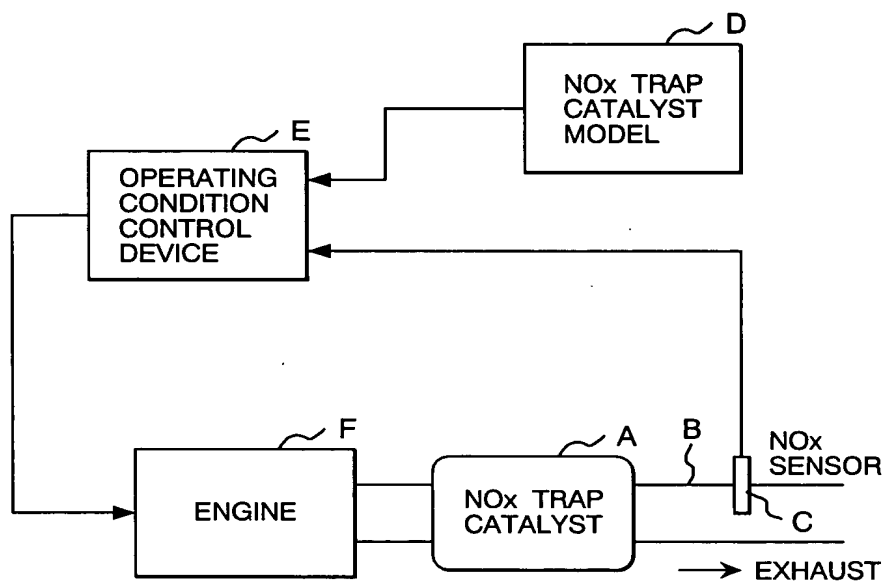
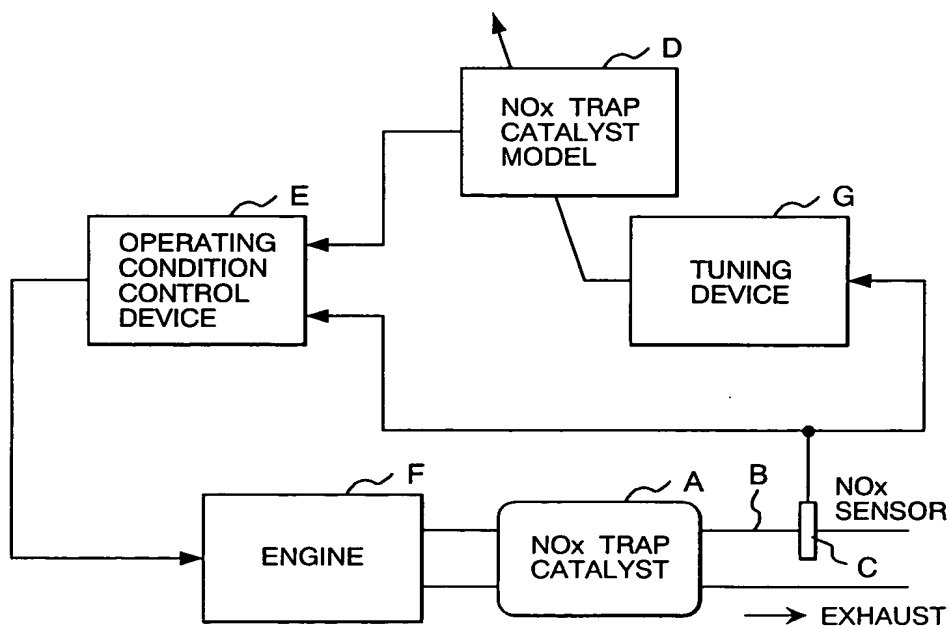
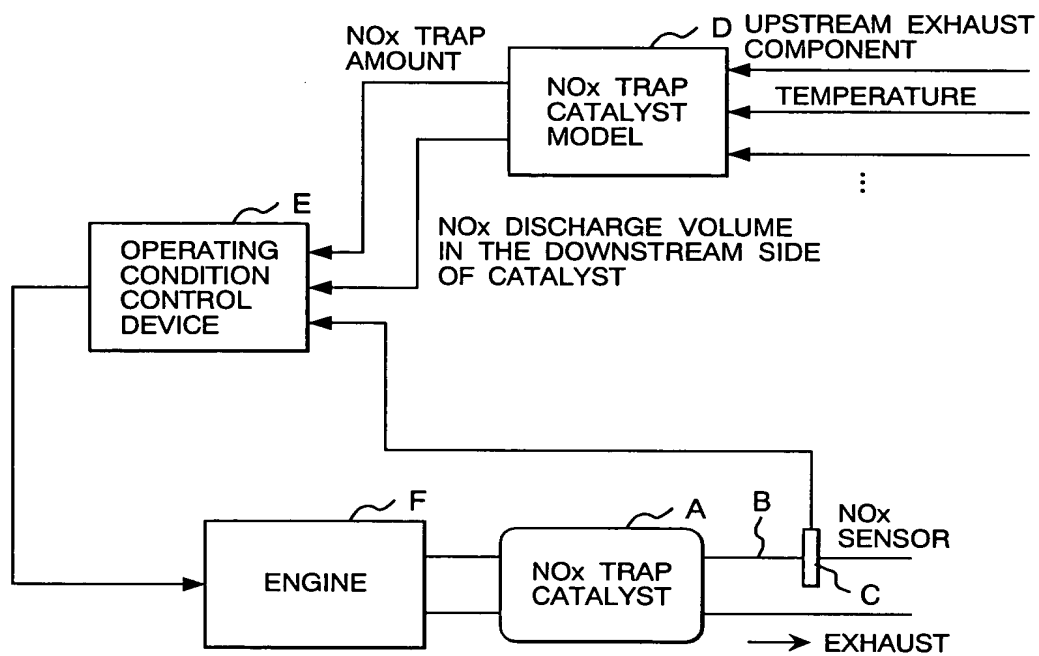


FIG. 2



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FIG. 3



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FIG. 4

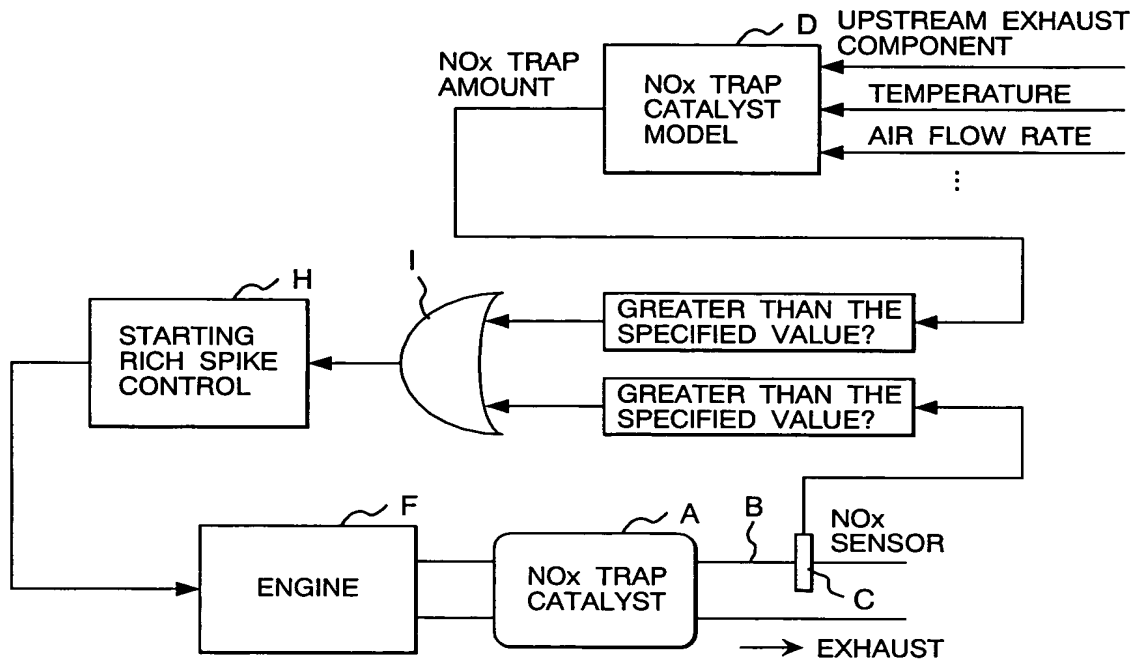
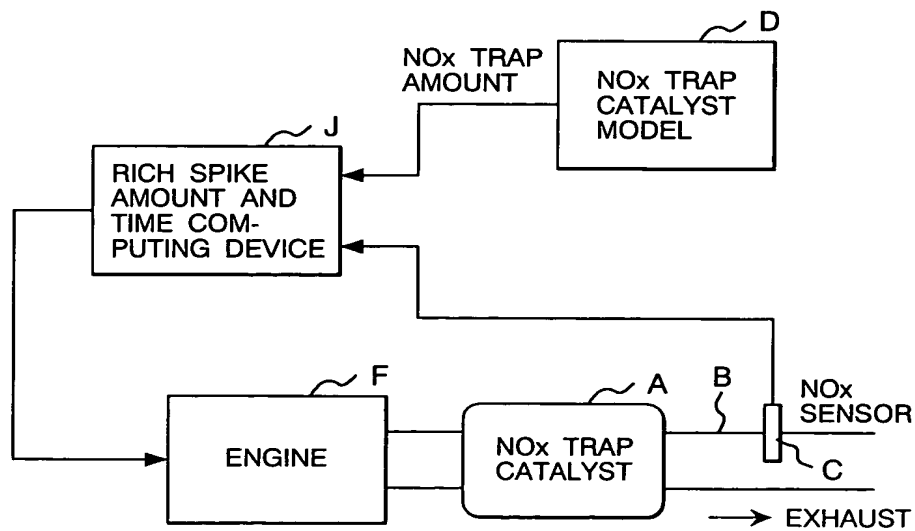


FIG. 5



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FIG. 6

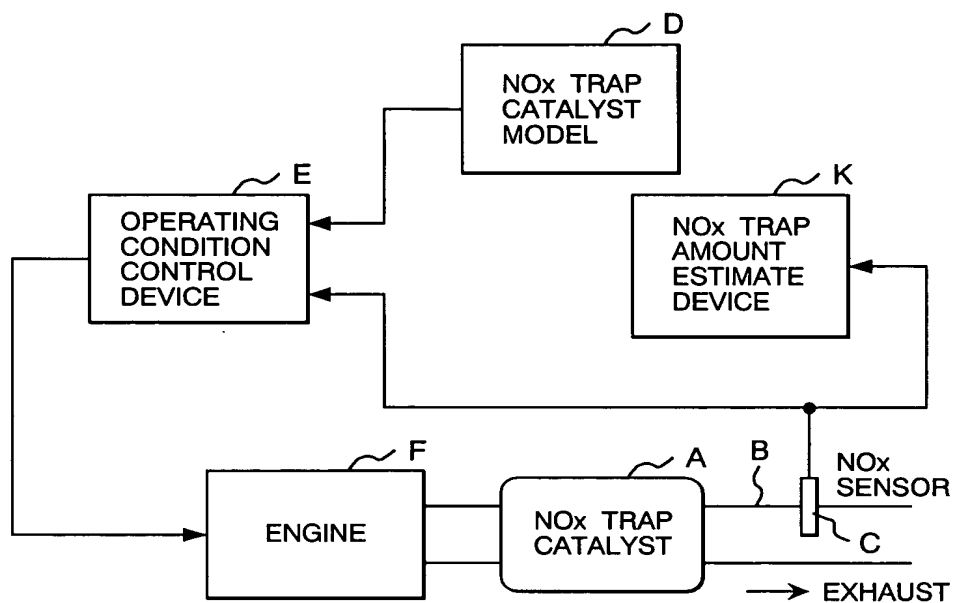
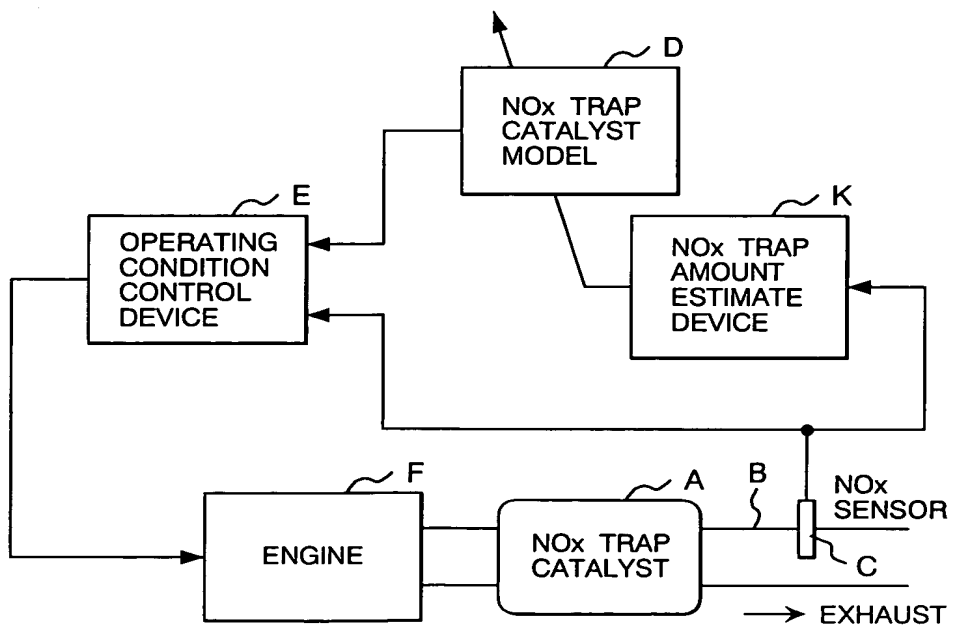
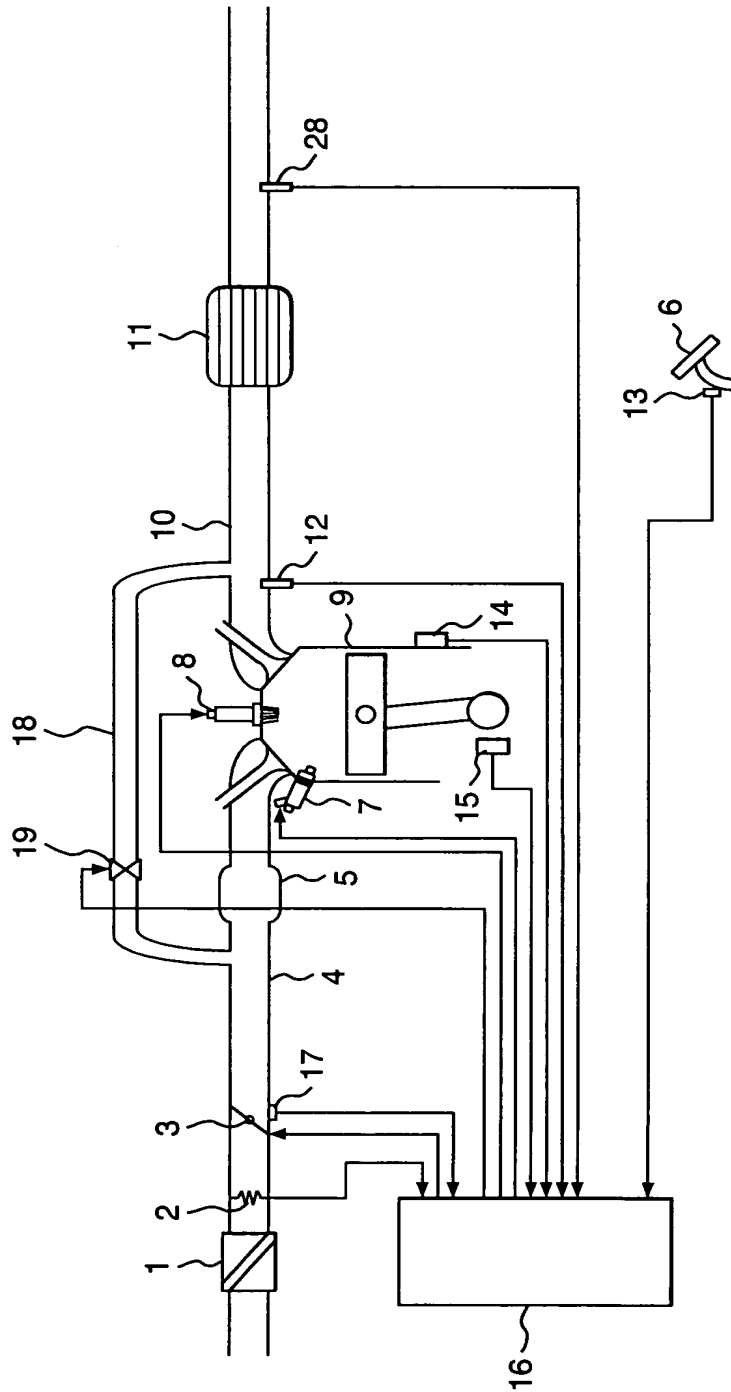


FIG. 7



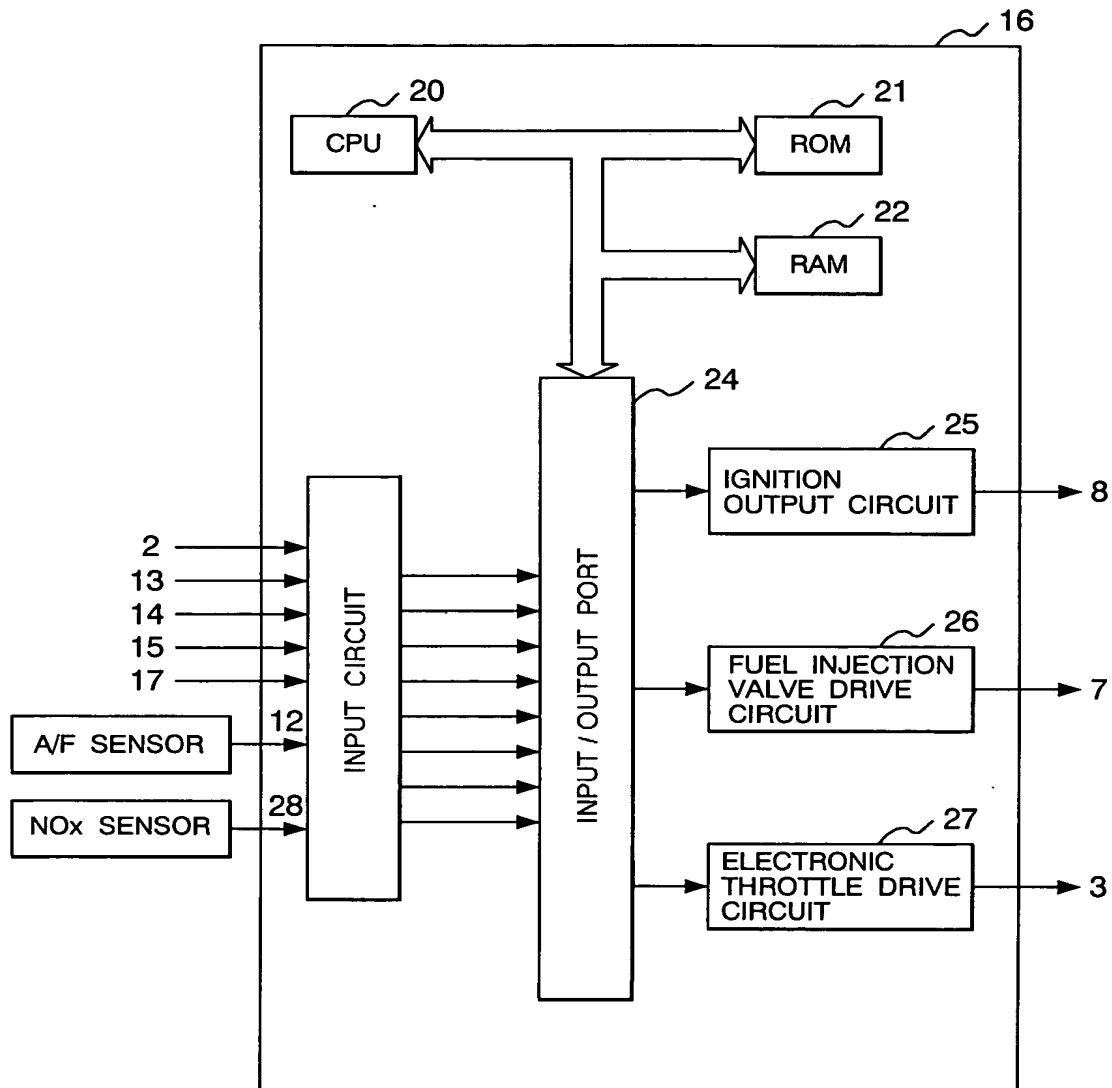
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FIG. 8



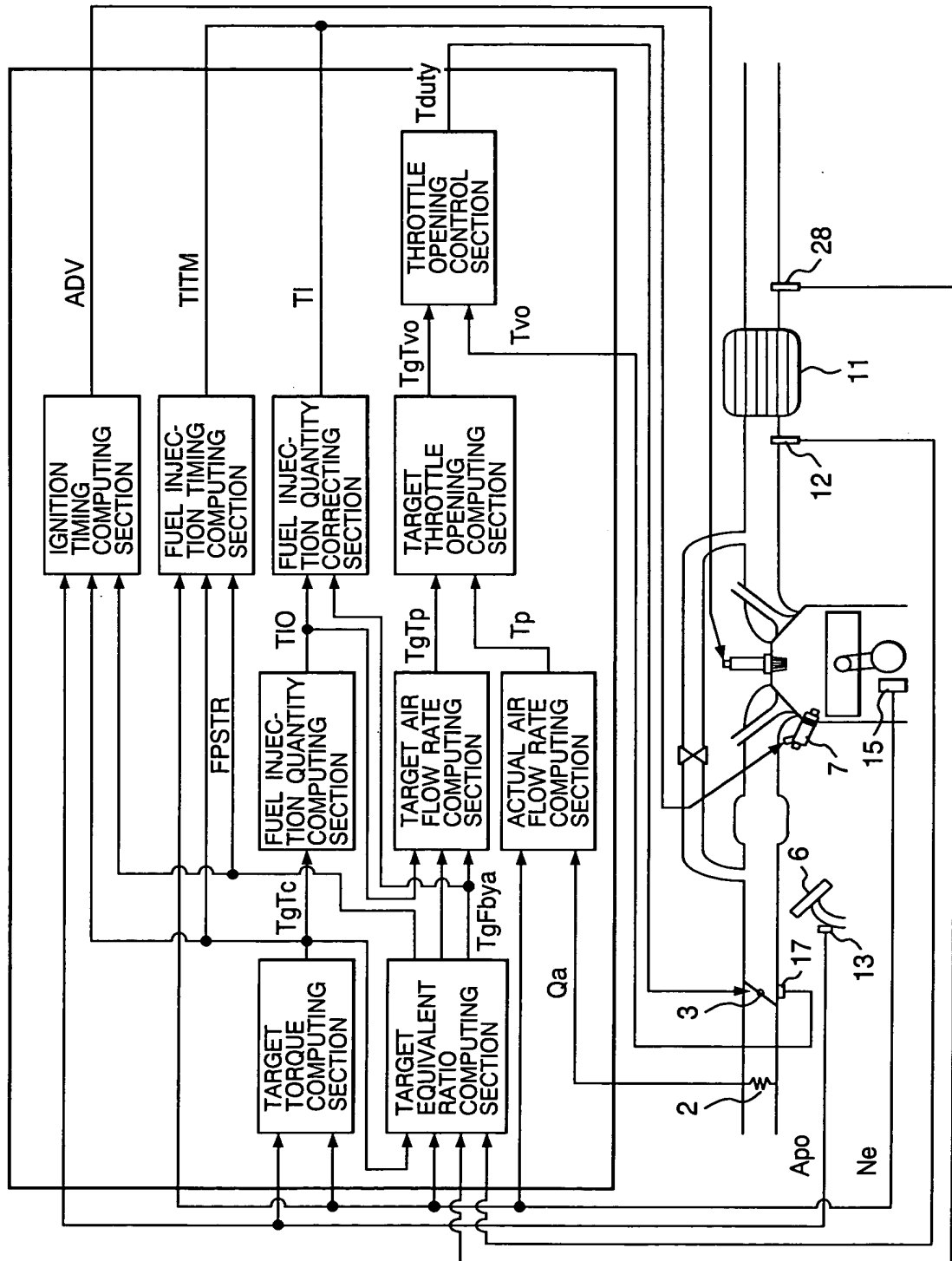
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FIG. 9



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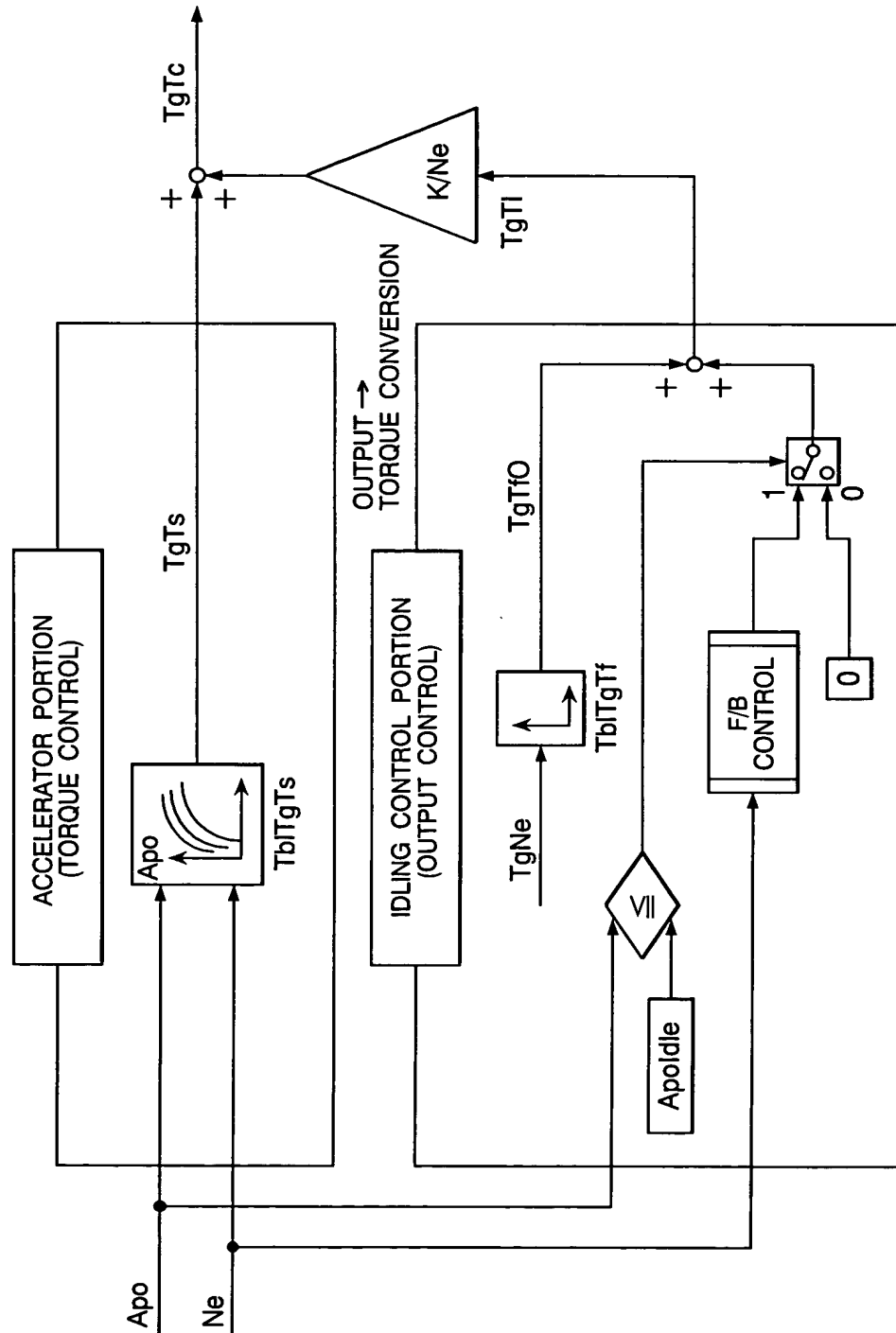
FIG. 10



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FIG. 11

< TARGET TORQUE COMPUTING SECTION >



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FIG. 12

< FUEL INJECTION QUANTITY COMPUTING SECTION >

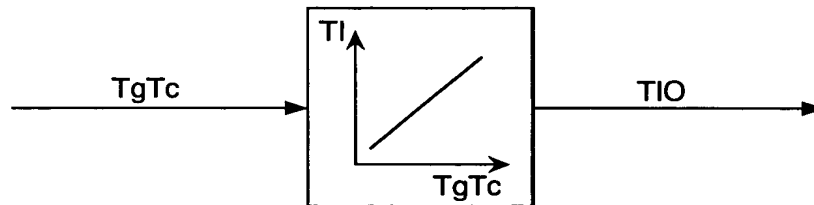
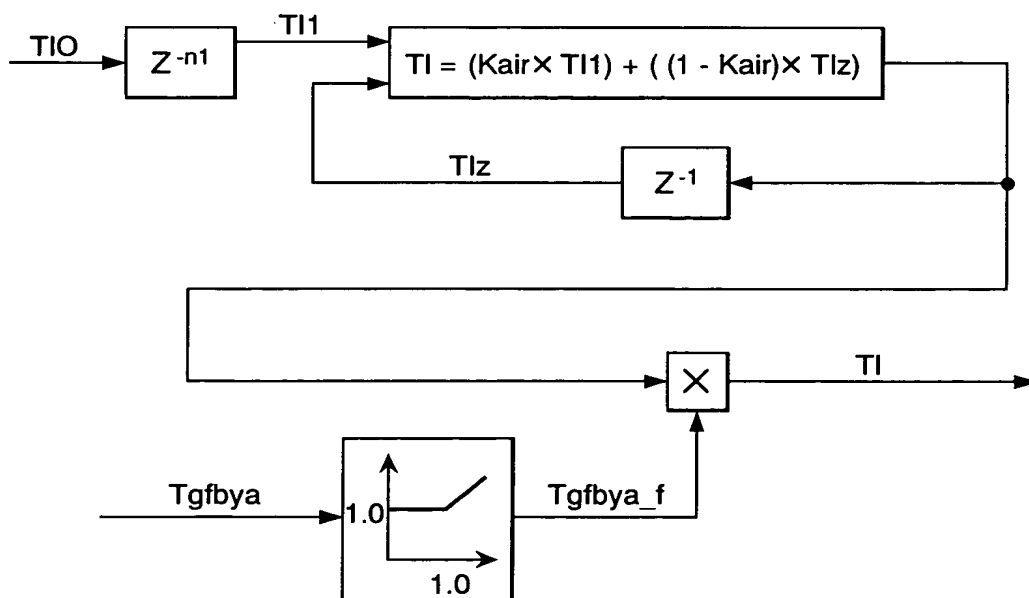


FIG. 13

< FUEL INJECTION QUANTITY CORRECTING SECTION >



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FIG. 14

< TARGET AIR FLOW RATE COMPUTING SECTION >

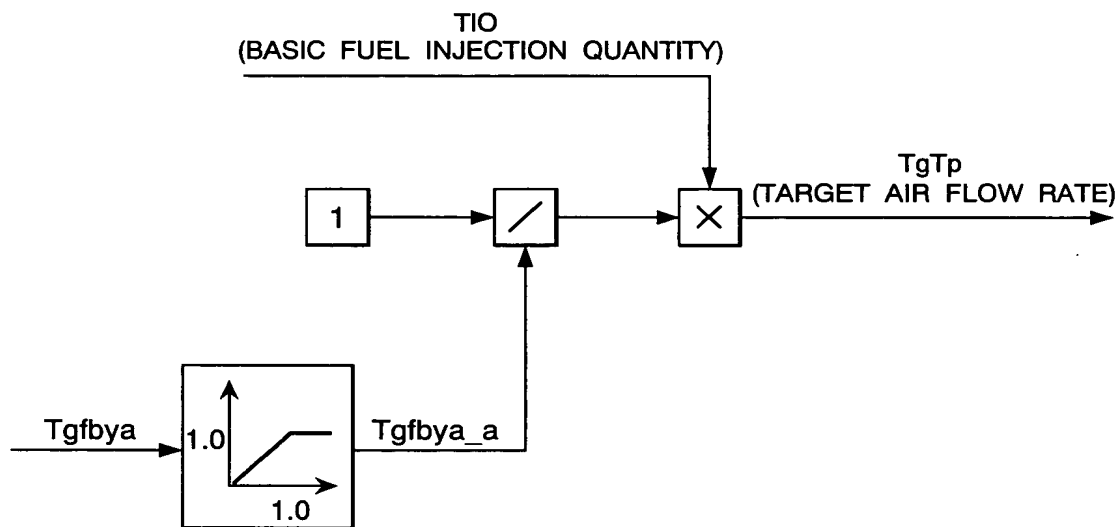
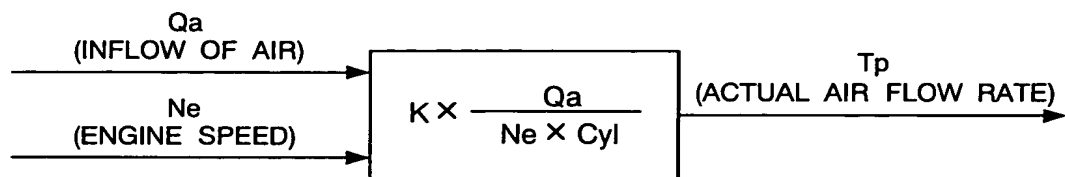


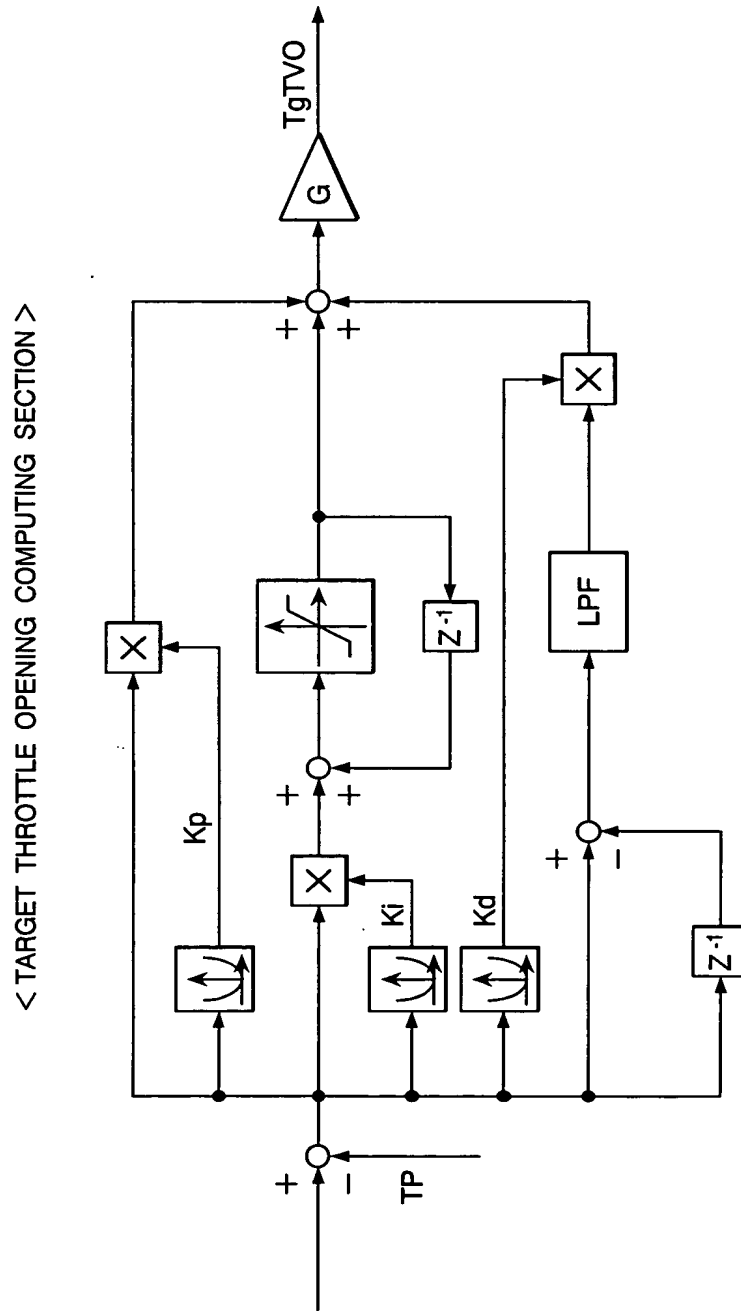
FIG. 15

< ACTUAL AIR FLOW RATE COMPUTING SECTION >



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FIG. 16



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FIG. 17

< THROTTLE OPENING CONTROLLING SECTION >

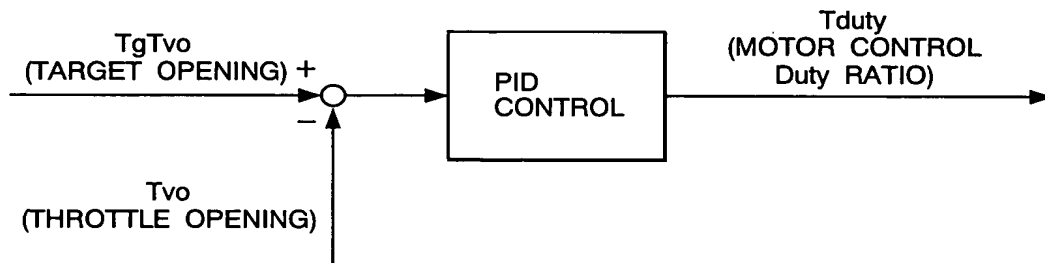
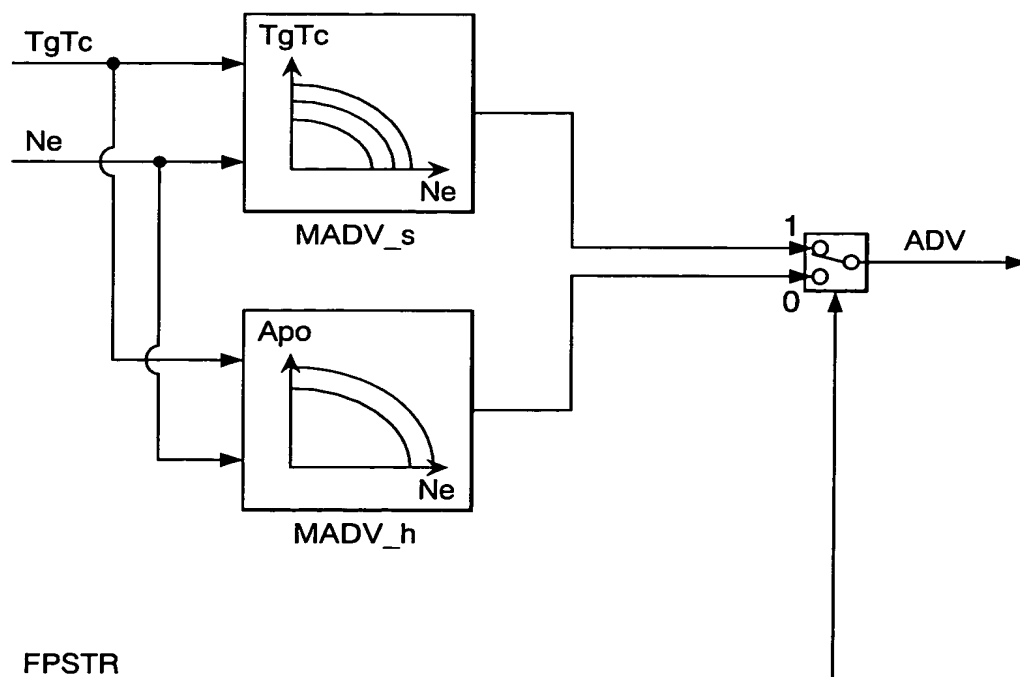


FIG. 18

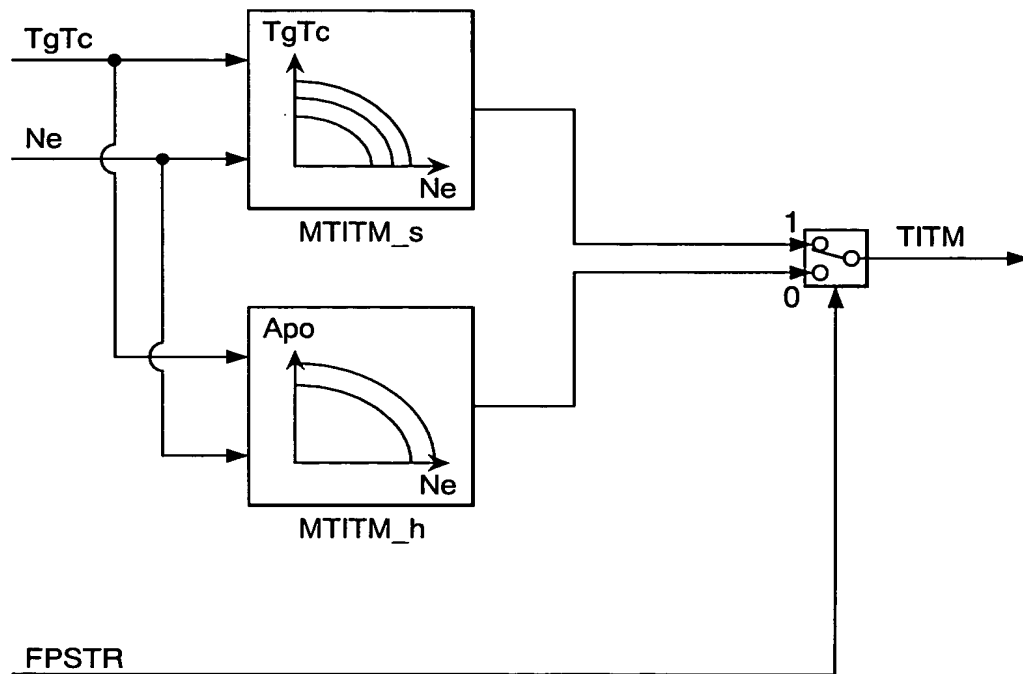
< IGNITION TIMING COMPUTING SECTION >



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FIG. 19

< FUEL INJECTION TIMING COMPUTING SECTION >



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FIG. 20

< TARGET EQUIVALENT RATIO COMPUTING SECTION >

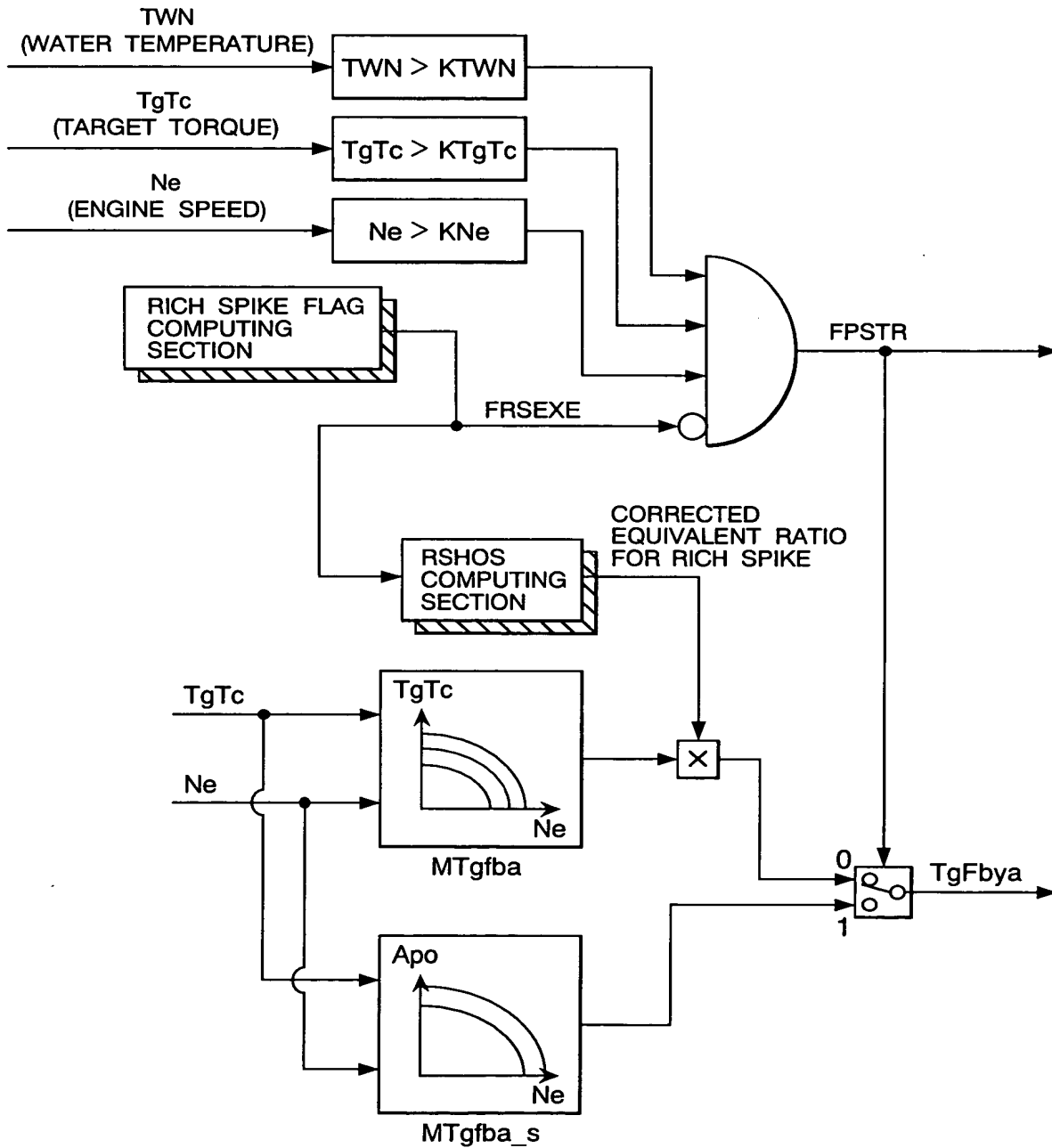
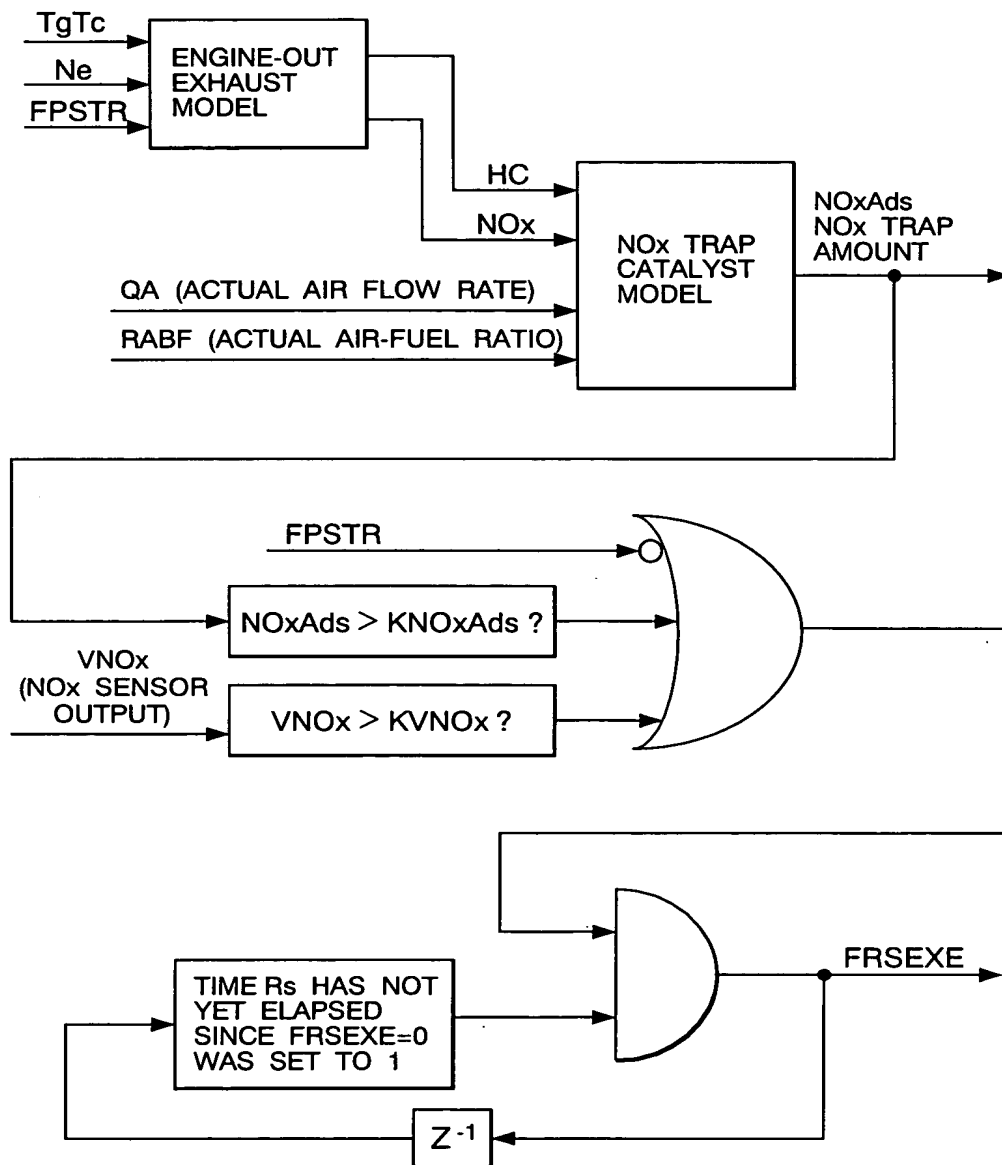


FIG. 21

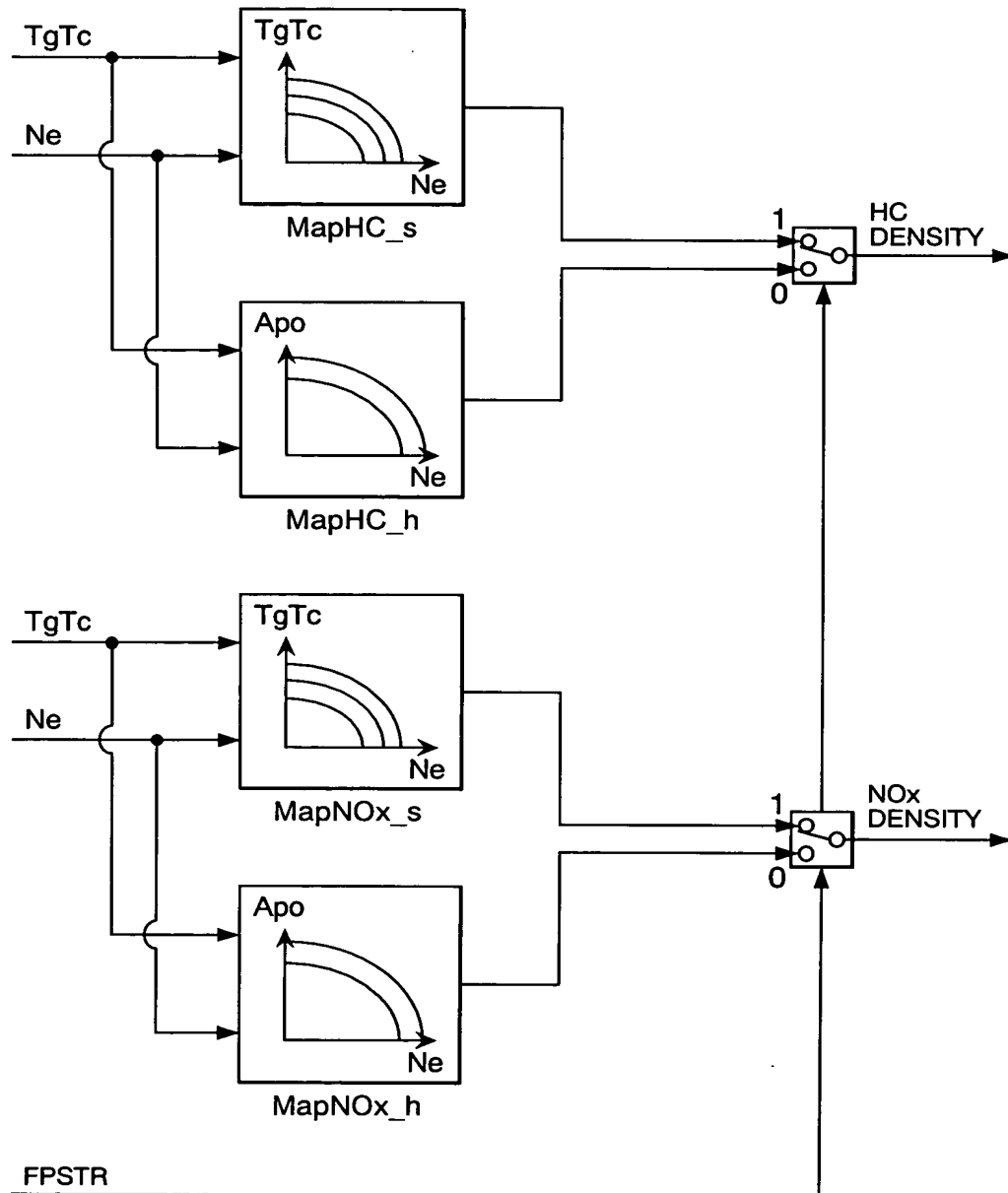
< RICH SPIKE FLAG COMPUTING SECTION >



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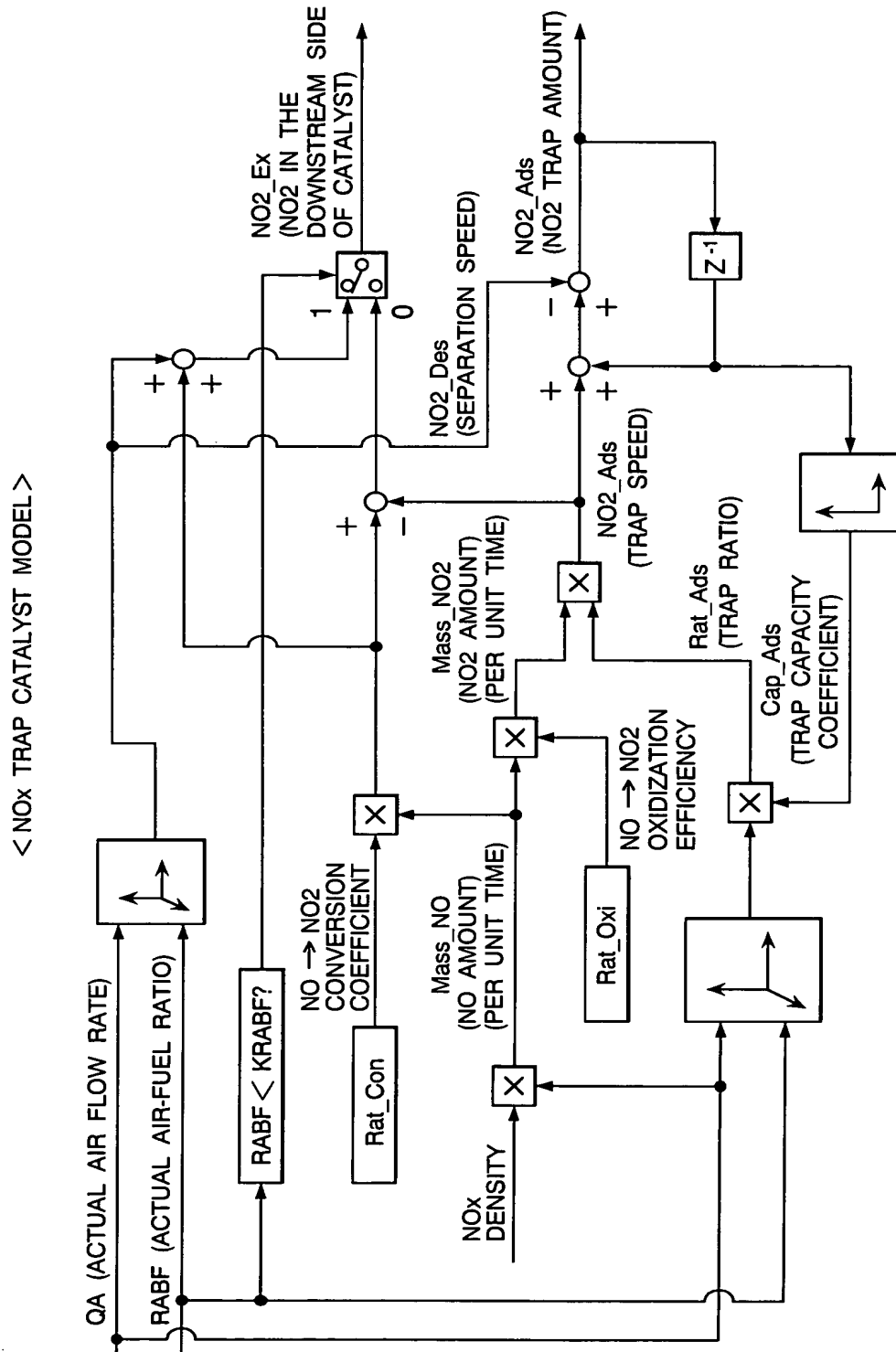
FIG. 22

< ENGINE-OUT EXHAUST MODEL >



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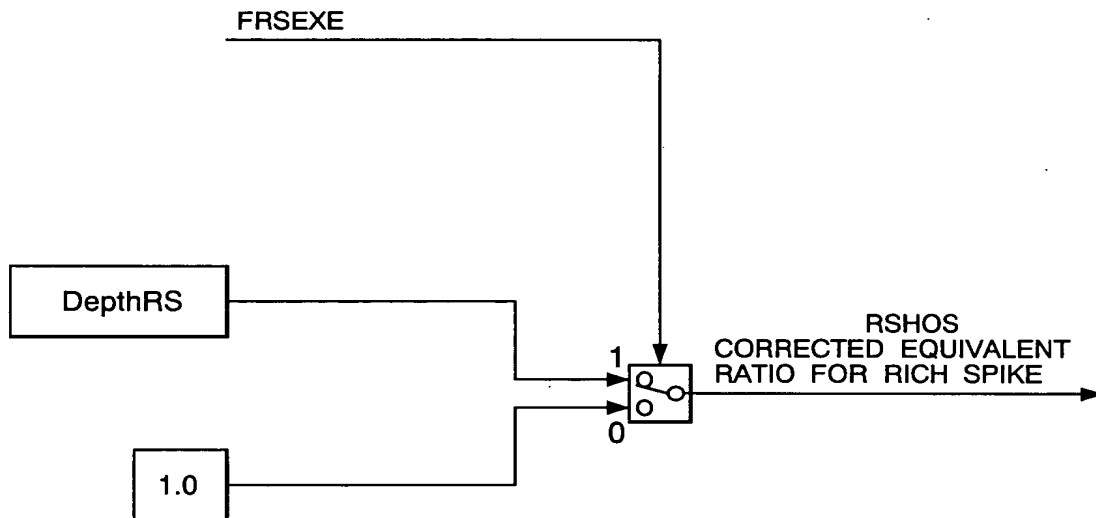
FIG. 23



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FIG. 24

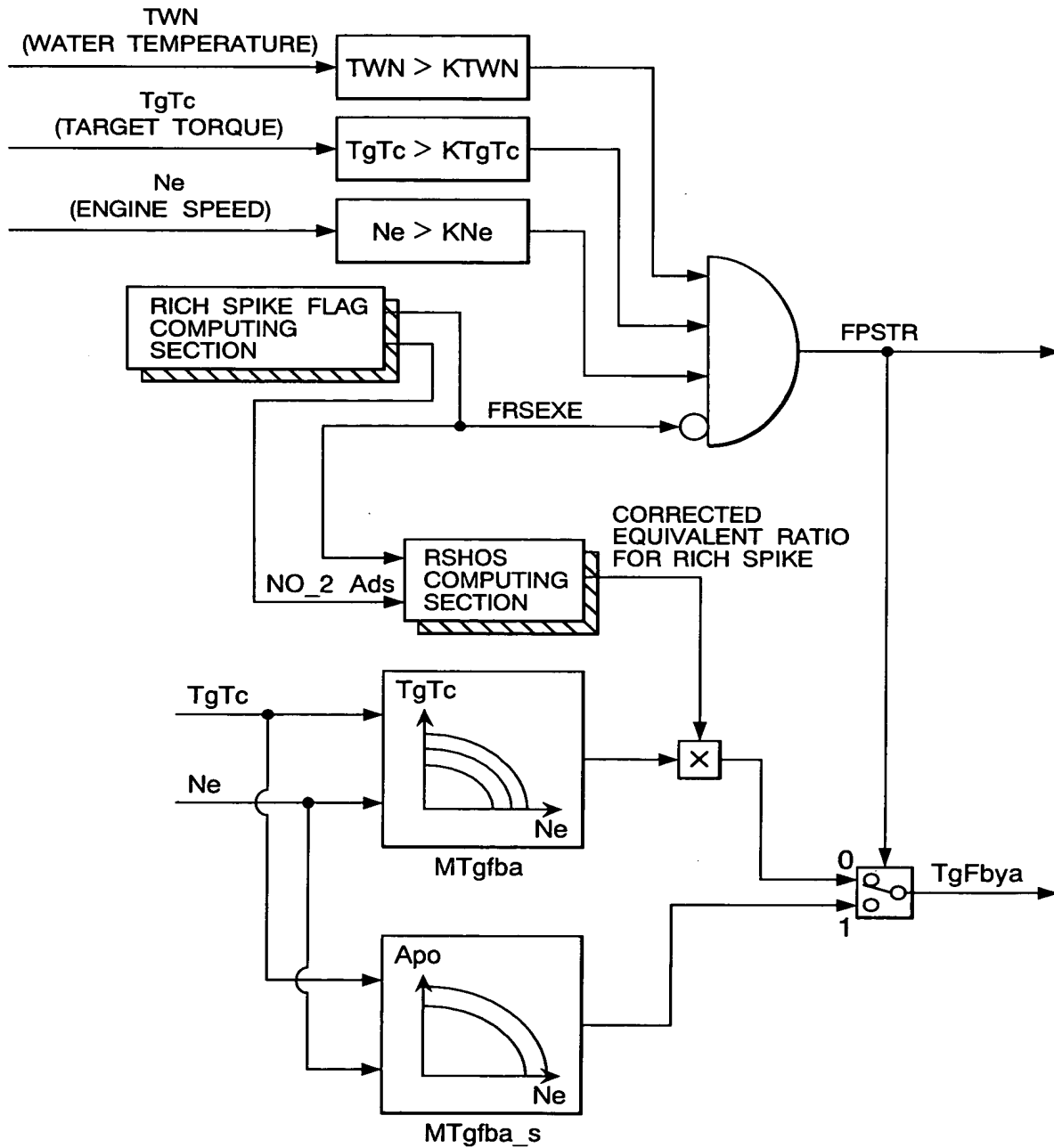
< RHOS COMPUTING SECTION >



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FIG. 25

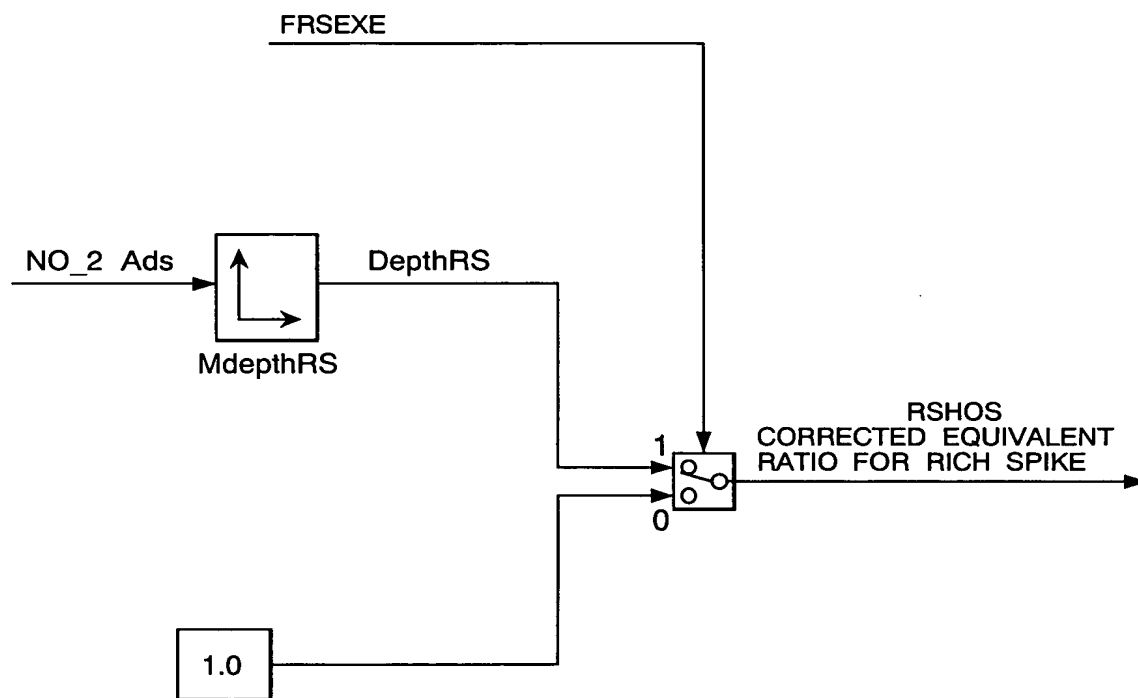
< TARGET EQUIVALENT RATIO COMPUTING SECTION >



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FIG. 26

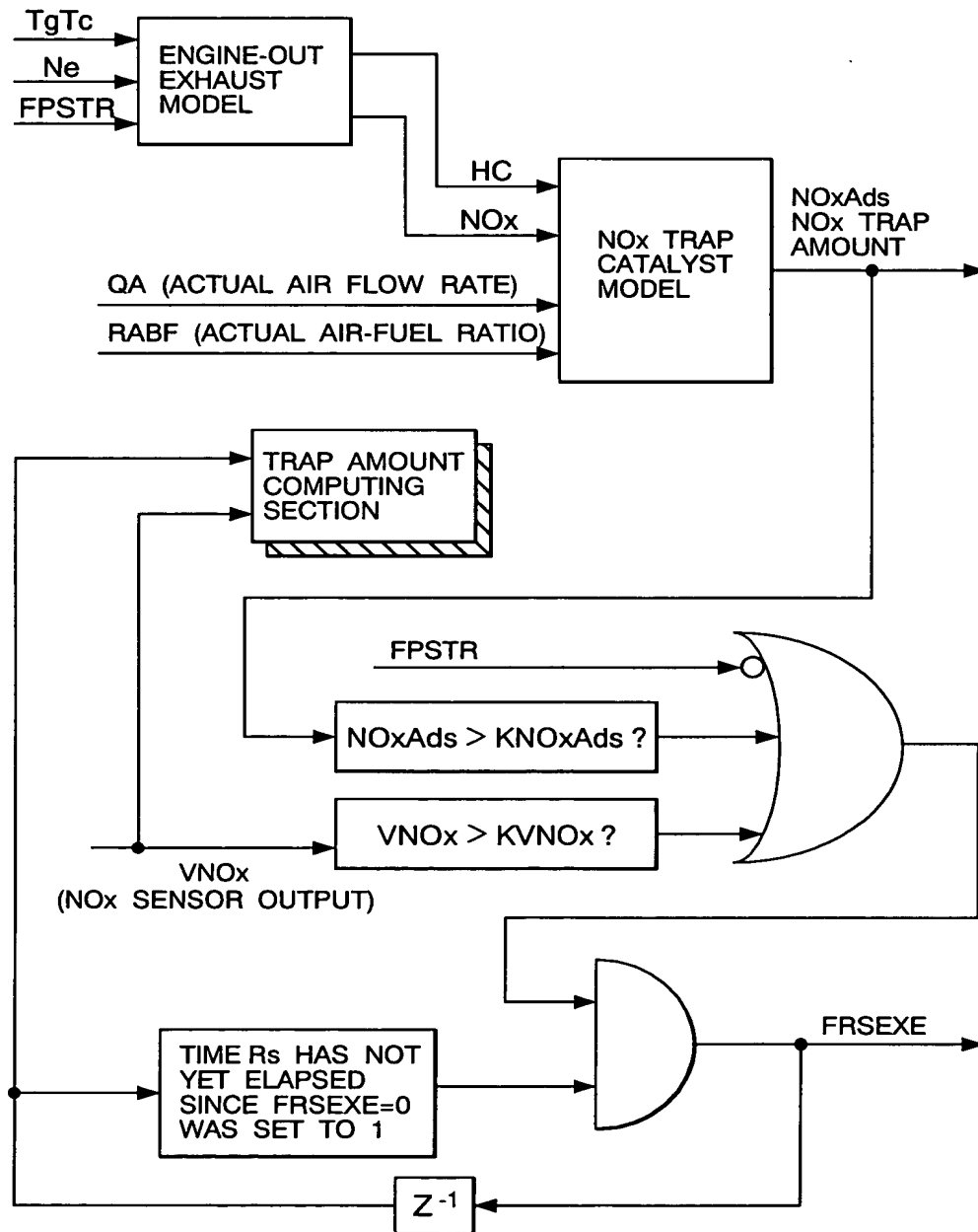
< RHOS COMPUTING SECTION >



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FIG. 27

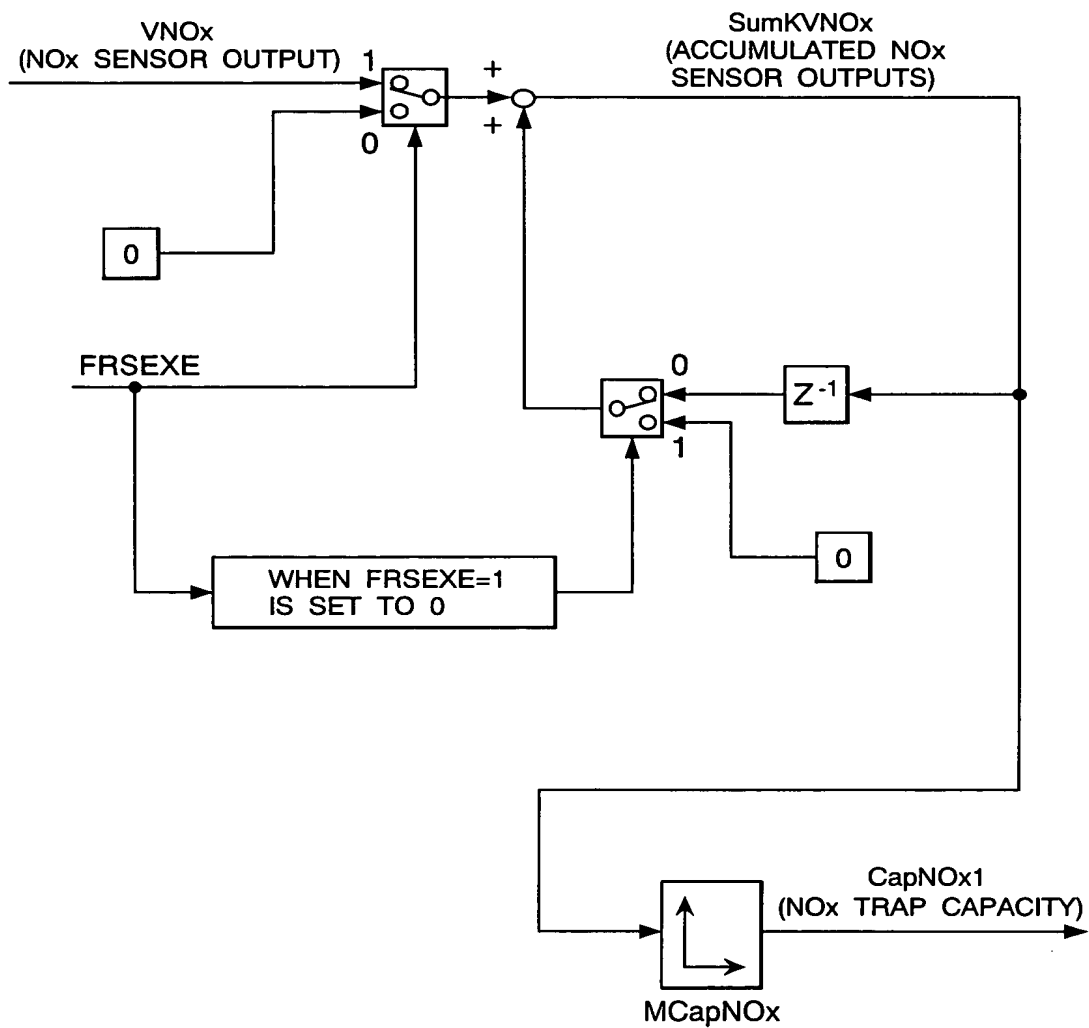
< RICH SPIKE FLAG COMPUTING SECTION >



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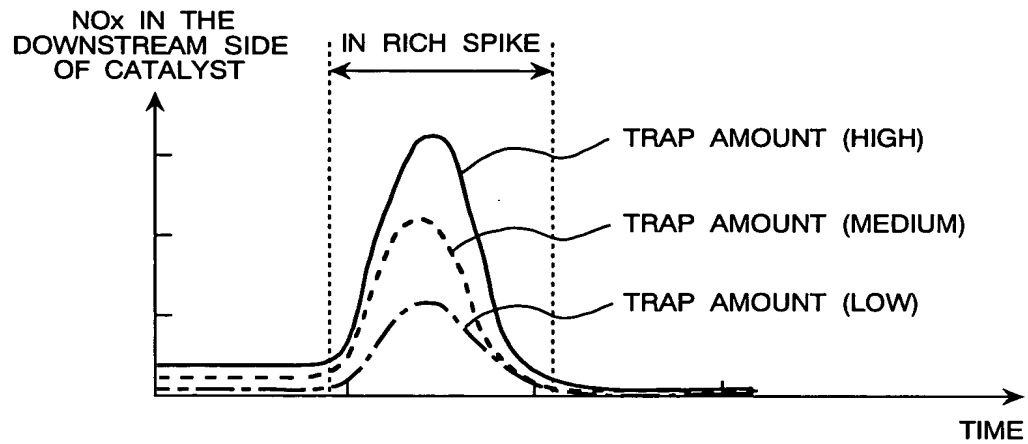
FIG. 28

< TRAP AMOUNT COMPUTATION >



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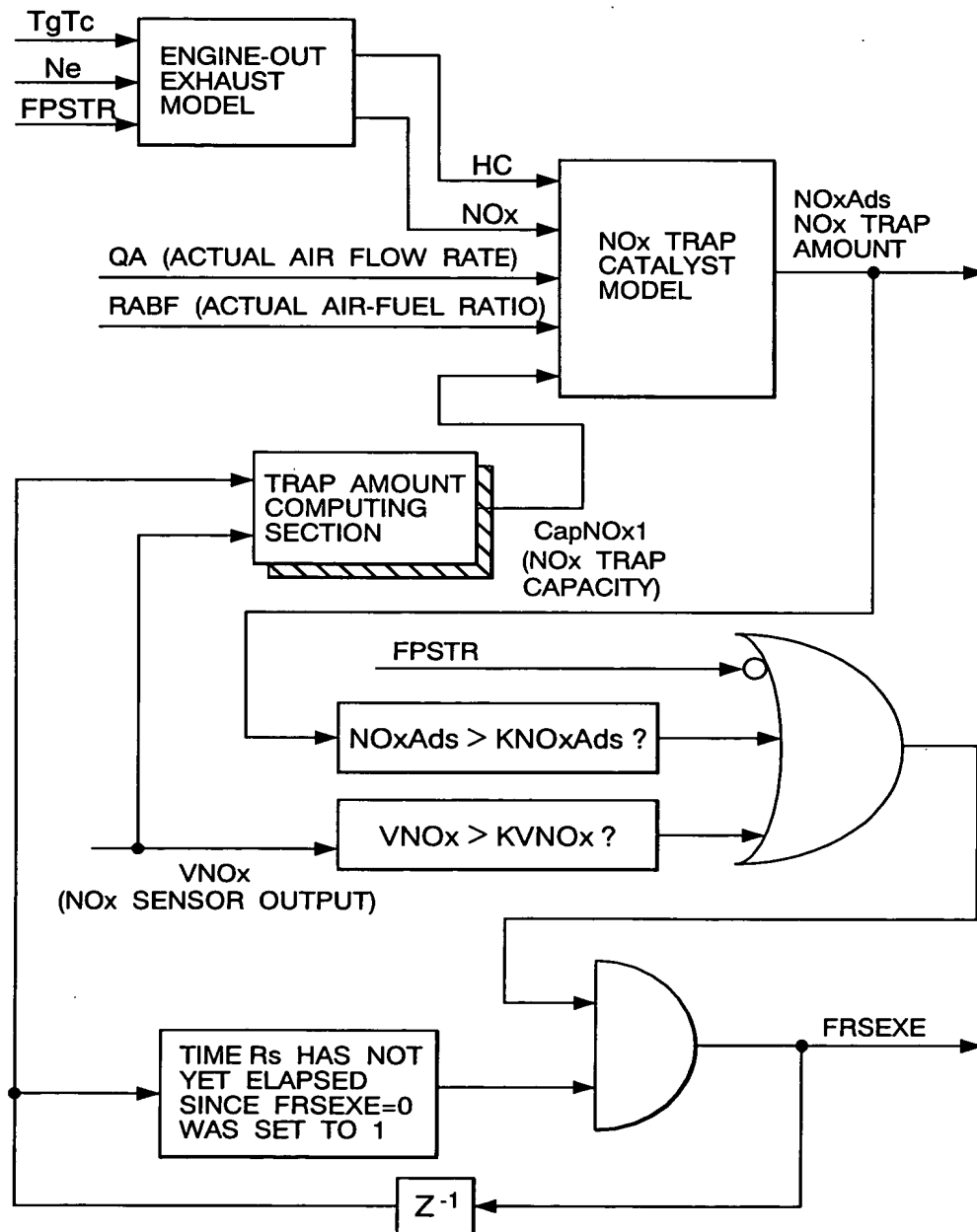
FIG. 29

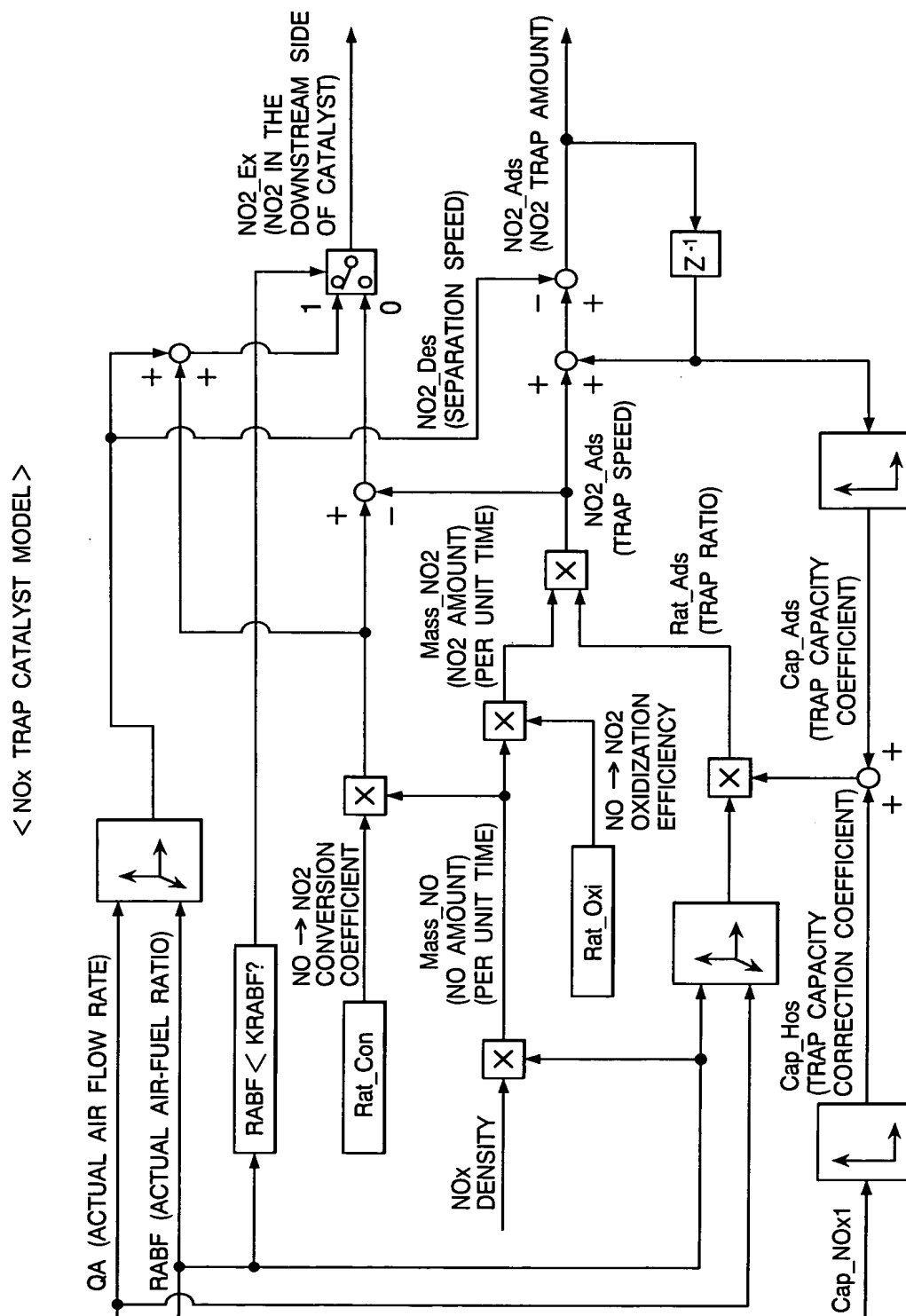


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FIG. 30

< RICH SPIKE FLAG COMPUTING SECTION >

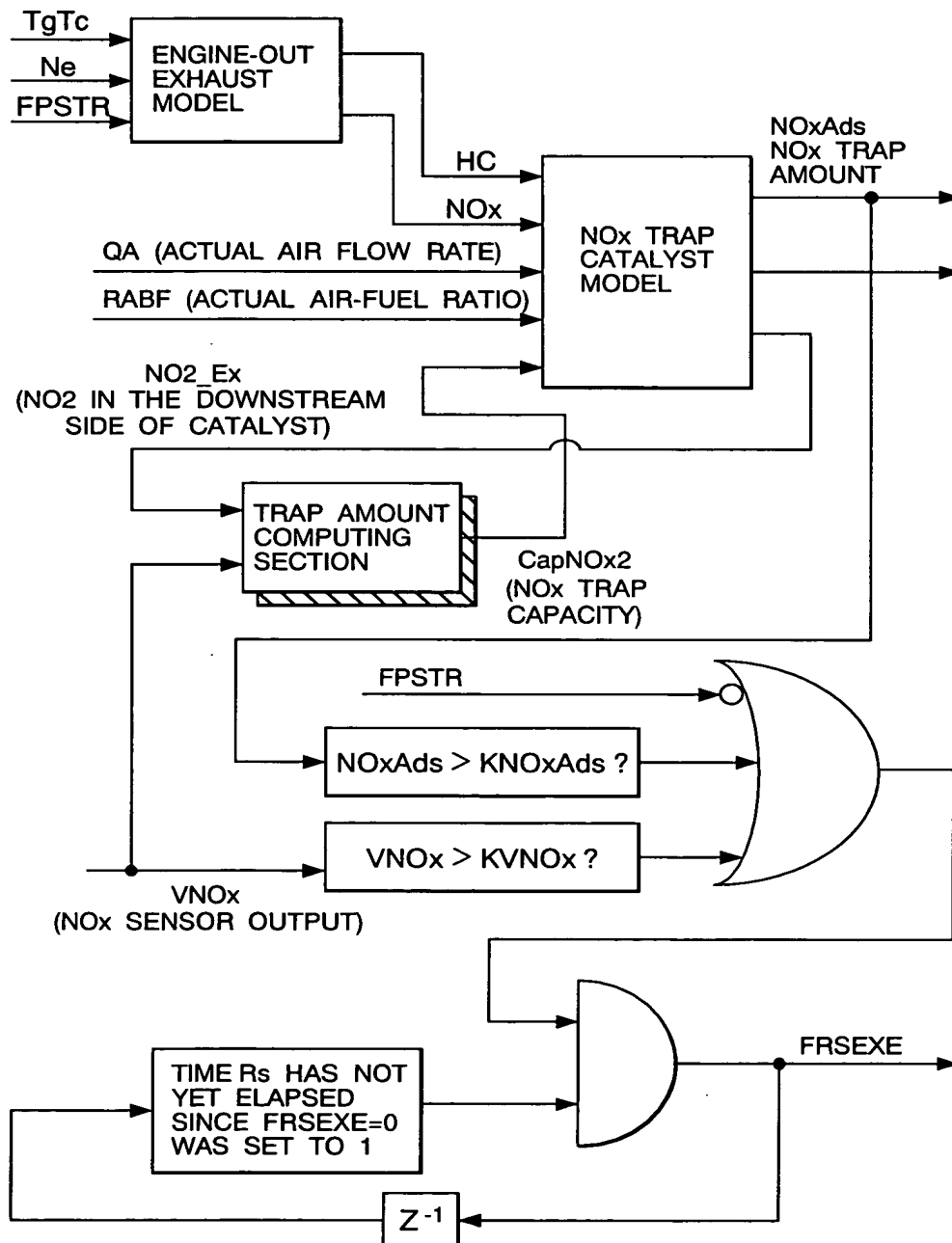




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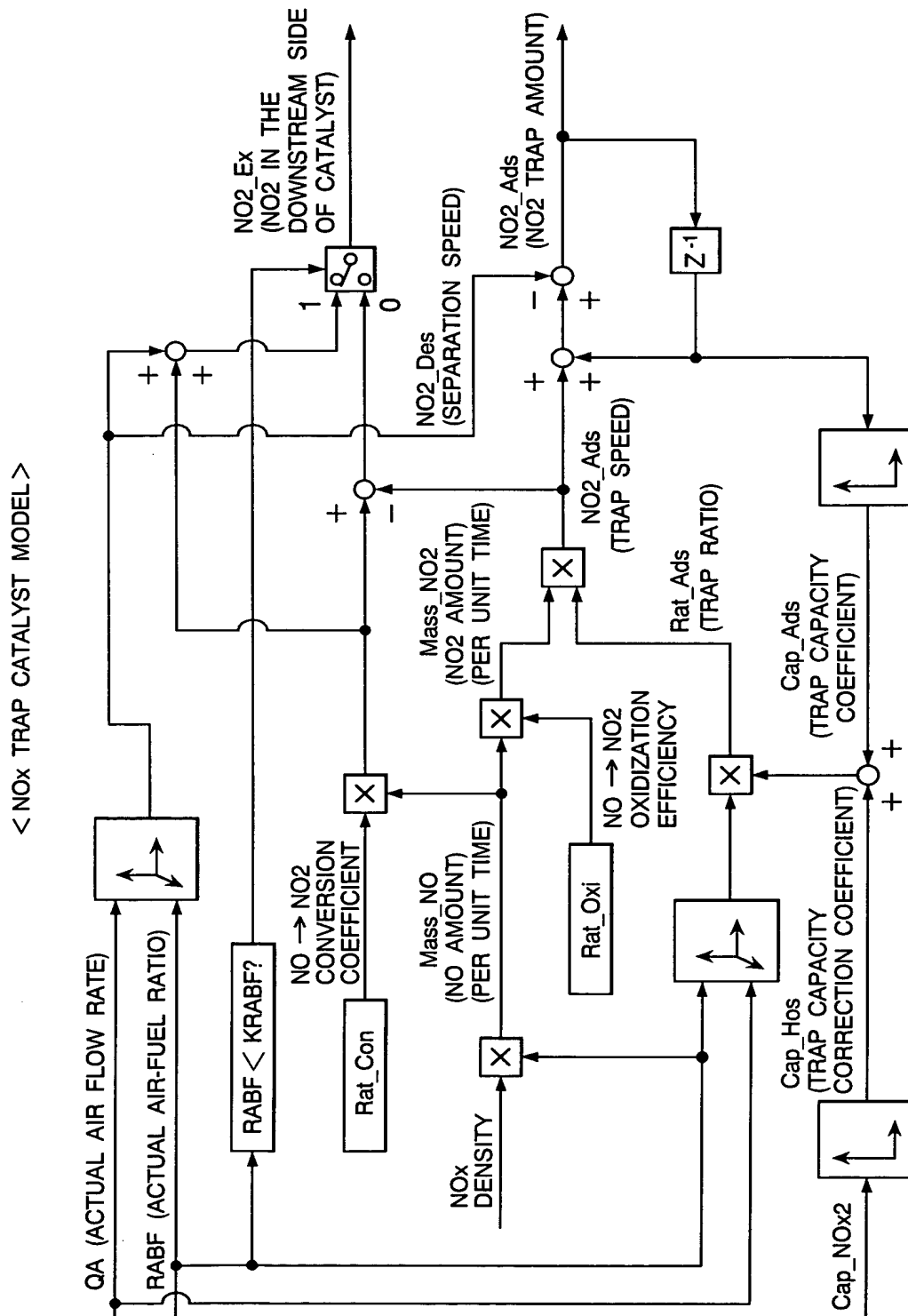
FIG. 32

< RICH SPIKE FLAG COMPUTING SECTION >



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FIG. 33



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FIG. 34

< TRAP AMOUNT COMPUTATION >

